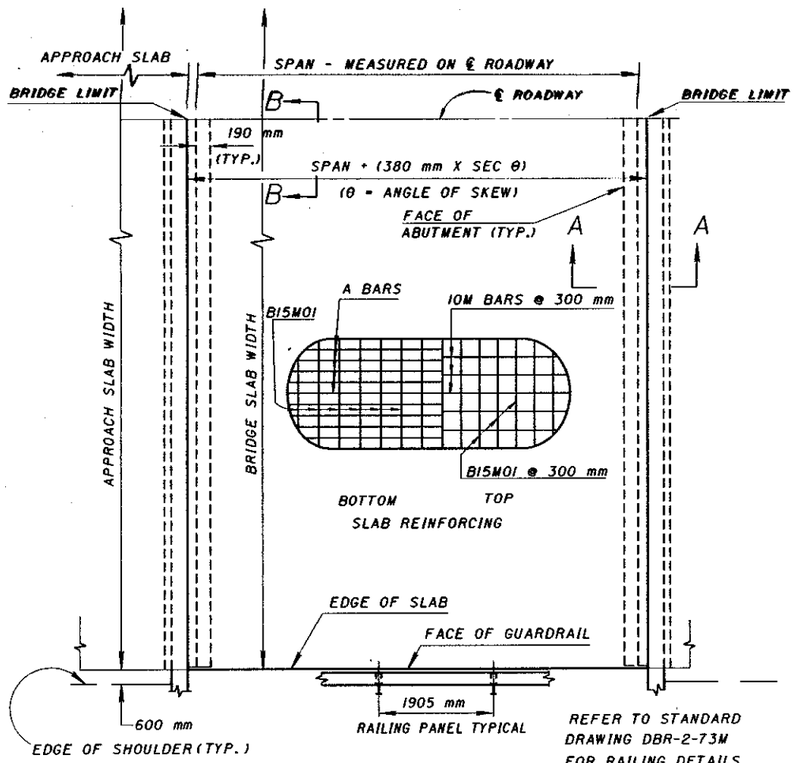
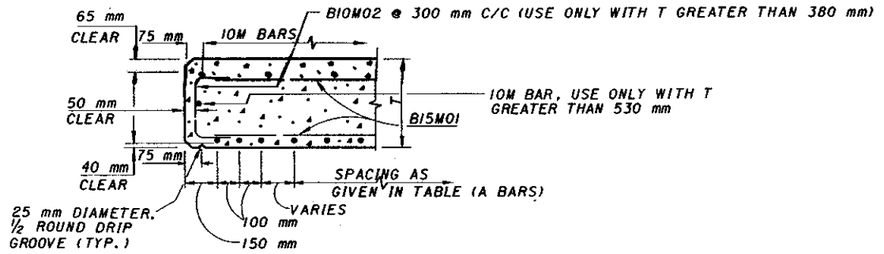


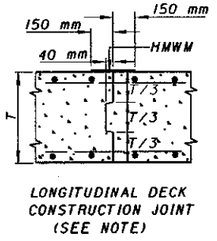
PART PLAN

REFER TO STANDARD DRAWING DBR-2-73M FOR RAILING DETAILS.

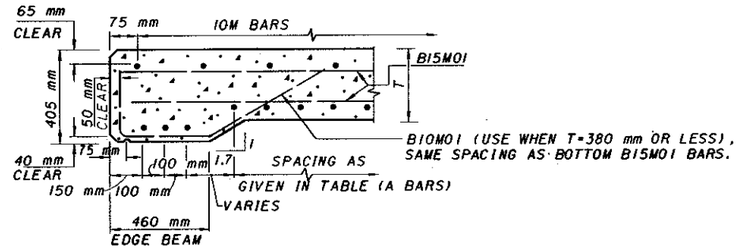


PART SECTION DECK FASCIA

(DO NOT USE EDGE BEAM WHERE T IS MORE THAN 400 mm)



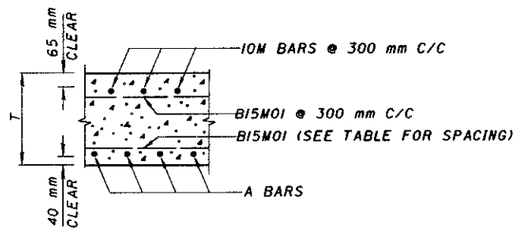
LONGITUDINAL DECK CONSTRUCTION JOINT (SEE NOTE)



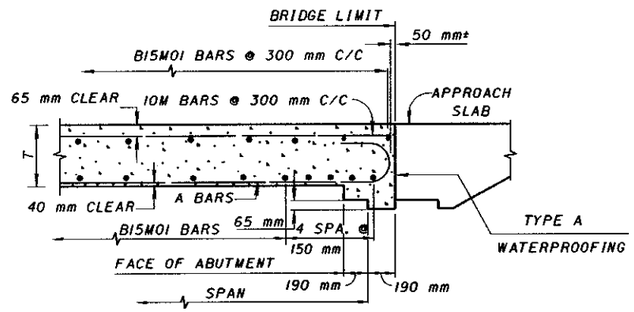
PART SECTION DECK FASCIA

(USE EDGE BEAM WHERE T IS LESS THAN 400 mm)

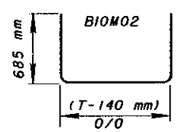
SLAB DATA				
SPAN mm	THICKNESS T mm	REINFORCING A BARS SPACING mm	A BARS BAR SIZE DESIGNA.	B15M01 SPACING (BOTTOM) mm
3350	285	230	25M	315
3660	300	220	25M	315
3960	320	215	25M	320
4270	330	205	25M	315
4570	345	200	25M	320
4880	355	190	25M	315
5180	375	190	25M	325
5490	390	185	25M	325
5790	400	180	25M	325
6100	415	240	30M	315
6400	425	235	30M	315
6710	440	230	30M	315
7010	450	225	30M	315
7320	465	220	30M	315
7620	475	215	30M	315
7930	490	210	30M	315
8230	500	205	30M	310
8530	520	200	30M	310
8840	535	200	30M	315
9140	545	195	30M	315
9450	560	190	30M	310
9750	580	190	30M	310
10 060	590	185	30M	310
10 360	605	180	30M	305
10 670	615	250	35M	305
10 970	635	245	35M	300
11 280	650	240	35M	300
11 580	660	235	35M	295

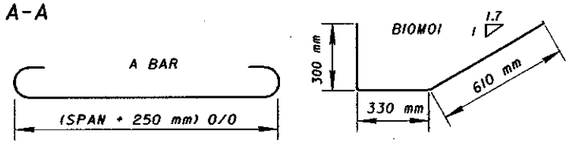


SECTION B-B



SECTION A-A





LEGEND: O/O = OUT TO OUT

GENERAL NOTES

DESIGN SPECIFICATIONS: THIS STANDARD DRAWING CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1992, INCLUDING THE 1993 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING: MS18 AND THE ALTERNATE MILITARY LOADING.

DESIGN DATA:

CONCRETE CLASS "S" - COMPRESSIVE STRENGTH 31 MPa (SUPERSTRUCTURE)

REINFORCING STEEL- ASTM A615M, A616M OR A617M, GRADE 400, WITH A MINIMUM YIELD STRENGTH OF 400 MPa AND SHALL BE EPOXY COATED.

SKEW: THIS STANDARD SHOULD NOT BE USED FOR ANY BRIDGE WHICH IS TO BE BUILT AT A SKEW ANGLE WHICH EXCEEDS 35.°

DECK CONSTRUCTION JOINT: A LONGITUDINAL CONSTRUCTION JOINT IN THE DECK SLAB, PREFERABLY AT OR NEAR THE CENTERLINE OF THE ROADWAY, WILL BE PERMITTED. SEAL WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) RESIN.

EDGE BEAM OPTION: IN LIEU OF FORMING AN EDGE BEAM, THE CONTRACTOR MAY FURNISH A 400 mm SLAB, OR A SLAB VARYING IN THICKNESS FROM 400 mm AT THE EDGE TO T AT THE CENTERLINE OF ROADWAY. IF THE CONTRACTOR CHOOSES TO USE EITHER OPTION HE SHALL REPLACE THE B10M01 BARS WITH B10M02 BARS. AN EDGE BEAM SHALL BE USED FOR COMPUTING THE PAY QUANTITY FOR THE SUPERSTRUCTURE CONCRETE.

CAMBER: THE DECK SLAB FORMS SHALL BE CAMBERED IN ORDER TO COMPENSATE FOR SLAB AND FALSEWORK DEFLECTIONS AND TO PROVIDE FOR ROADWAY VERTICAL CURVATURE.

DESIGN INSTRUCTIONS

GENERAL: THIS DRAWING PROVIDES DESIGN AND GENERAL CONSTRUCTION DETAILS. THE PROJECT PLANS FOR EACH STRUCTURE SHALL SHOW STATIONS, SPAN LENGTH, ROADWAY WIDTH, SKEW, CURVE AND SUPERELEVATION (IF ANY) DATA, ELEVATIONS, ABUTMENT DETAILS, ESTIMATED QUANTITIES, REINFORCING STEEL LIST AND OTHER NECESSARY DETAILS AND SPECIAL NOTES.

DECK CROSS-SECTION: PROJECT PLANS SHALL SHOW DECK CROSS-SECTIONS IN ACCORDANCE WITH THE APPROVED TYPICAL SECTION.

REINFORCING STEEL : THE TRANSVERSE B15M01 REINFORCING BARS, AT THE OPTION OF THE CONTRACTOR, MAY BE FURNISHED EITHER IN ONE LENGTH AS SHOWN HEREON, OR SPLICED. IF THE SPLICE OPTION IS CHOSEN, THE B15M01 BAR SHALL BE LAPPED 900 mm. A STAGGERED LAP SPLICE ARRANGEMENT SHOULD BE USED.

PAYMENT FOR THE REINFORCING SHALL BE THE PLAN QUANTITY. DO NOT ADJUST THE PLAN QUANTITY TO INCLUDE BAR WEIGHTS FURNISHED TO PROVIDE LAP SPLICES.

THE TOP AND BOTTOM LONGITUDINAL REINFORCING STEEL SHALL BE PLACED PARALLEL TO THE CENTER LINE OF ROADWAY. THE TOP AND BOTTOM TRANSVERSE REINFORCING STEEL SHALL BE PLACED PARALLEL TO THE FACE OF ABUTMENTS.

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST LETTER IDENTIFIES THE BAR LOCATION; NEXT TWO DIGITS AND LETTER INDICATES THE METRIC BAR SIZE DESIGNATION; AND THE REMAINING DIGITS IT'S SEQUENCE NUMBER.

EXAMPLE: B15M01

A) B-LOCATION OF THE BAR IN THE STRUCTURE

B) 15M -METRIC BAR SIZE DESIGNATION

C) 01-SEQUENCE NUMBER

DESIGN AGENCY: BUREAU OF BRIDGES AND STRUCTURAL DESIGN

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

Richard L. Engel — ENGINEER OF BRIDGES — 12-19-94 DATE

REVISIONS	DESIGNED JAM	DRAWN RJS/JFF	CHECKED MLH	REVISED LMW
				SB-06-94M

STANDARD SINGLE SPAN SLAB BRIDGE - METRIC

1 / 1